





## To-day's Advertisements.

## THEATRE ROYAL.

Under the Special Patronage and in the Presence of His Excellency the Governor, G. DIGBY BARKER, C.B. Officers Administering the Government.

THIS EVENING, 25th Inst.

M. G. O. C. MILN, supported by Miss Louise Jordan and Company, in "JULIUS CÆSAR."

SATURDAY NEXT, 27th June, BULWER LYTTON'S GREAT MASTERPIECE, "RICHELIEU."

Prices:—\$2 and \$1. Plan at KELLY & WAHNE'S.

Hongkong, June 25, 1891. 1260

BRITISH MARITIME MARINE OFFICERS' ASSOCIATION.

THE FIFTY-THIRD MEETING of the MEMBERS of this Association will be held at the Rooms, COLONIAL CHAMBERS, TO-MORROW EVENING, at 9 o'clock. Members and Friends are invited to attend. Hongkong, June 25, 1891. 1280

NOTICE.

THE INTEREST AND RESPONSIBILITY of Mr. EDUARD JEAN MAX PAQUIN in our FIRM CHASED on the 18th June, 1891. The BUSINESS will be CONTINUED by the Managing DIRECTORS, Mr. B. CASPARY EDWARDS, Mr. ALFRED E. O. KLEISS, Mr. PHILIPP BERNHARD SCHENCK, Mr. CHARLES WILLIAM BERNHARD VON BOSE, under the same FIRM as heretofore.

CARLOWITZ & Co. Hongkong, June 25, 1891. 1263

PUBLIC AUCTION.

THE Undersigned has received instructions from H.M. NAVAL STOREKEEPER, to Sell by Public Auction, on

WEDNESDAY, the 1st July, 1891, at Noon, at H.M. Naval Yard,—

SUNDAY NAVAL & VICTUALLING CONDEMNED STORES, comprising—

Old Iron, Paper, Stuffs, Chain Cables, Hoops, Canvas, Ropes, Lamps, Wire Ropes, Provisions, Clothing, Iron Wares.

And, &c., &c., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG, Government Auctioneer.

Hongkong, June 25, 1891. 1273

THE INSTITUTION OF ENGINEERS, AND SHIPBUILDERS OF HONGKONG, INCORPORATED 1891.

NOTICE.

A General MEETING of the MEMBERS of the Institution is convened, in accordance with the Company's Ordinances of 1891, to be held on the EVENING of WEDNESDAY, the 8th day of July, 1891, at the Rooms, No. 16, Praya Central, at 8.30 p.m. The further Business to be put before the Meeting will be the Committee's Report on the progress of the Institution to date.

Through the Business is confined to Members solely, the presence of all Engineers interested will be cordially welcomed by the Committee.

W. H. WALKER, Secretary.

16 Praya, Hongkong, June 25, 1891. 1276

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that the Second Ordinary General MEETING of SHAREHOLDERS to the above Company will be held at the HONGKONG HOTEL, on SATURDAY, the 11th July, at Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 30th April, 1891, and electing Directors and Auditors.

The Transfer BOOKS of the Company will be CLOSED from the 28th June to 11th July, both days inclusive.

By Order of the Board of Directors, CHAS. F. HARTON, Acting Secretary.

Hongkong, June 25, 1891. 1281

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S.S. Arratoon, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the HONGKONG and KOWLOON WHARF and Godown Company's Godowns, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 1st Proximo will be subject to rent. No Fire Insurance has been effected.

Consignees are also hereby informed, that all Claims may be made before the departure of the Steamer, otherwise they will not be entertained.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.

Hongkong, June 25, 1891. 1271

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

The Co.'s Steamship, Captain Amoy, will be despatched for the above Ports on SUNDAY, the 28th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAURIE & Co., General Managers.

Hongkong, June 25, 1891. 1275

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship, Captain Amoy, will be despatched for the above Ports on WEDNESDAY, the 1st Proximo, at Daylight.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, June 25, 1891. 1273

## Business Notices.

**Hongkong Trading Company, LIMITED.**  
Drapers, Outfitters, Tailors, Silkmen, Furnishers.

**TAILORING DEPARTMENT.**  
IMPORTANT SHIPMENT

**Tropical Flannels,**  
FOR SUMMER SUITS.

SPLendid VARIETY TO CHOOSE FROM.

**\$8.00 COAT AND TROUSERS \$8.00.**

TO-day's Advertisements.

FOR SHANGHAI.

The Steamship, Captain Amoy, will be despatched for the above Port TO-MORROW, the 26th Inst., at 4 p.m.

For Freight or Passage, apply to SIMMONS & Co. Hongkong, June 25, 1891. 1272

FOR SINGAPORE, SOURABAYA AND SAMARANG.

The Steamship, Captain Amoy, will be despatched for the above Port SATURDAY, the 27th Instant, at 3 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co. Hongkong, June 25, 1891. 1274

FOR MANILA (DIRECT).

The Steamship, Captain Amoy, will be despatched for the above Port MONDAY, the 29th Inst., at Noon.

For Freight, apply to JARDINE, MATHESON & Co. Hongkong, June 25, 1891. 1270

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

CAMERON, British ship, Captain B. Carland.—Russell & Co.

M. G. WHITNEY, British barque, Capt. W. H. Smith.—Jardine, Matheson & Co.

NICOYA, British barque, Capt. T. Norris.—Hargreaves.

OMEGA, British barque, Captain A. V. Brown.—Master.

VELOCITY, British barque, Captain B. Martin.—Chinese.

"LEMOINE" NATURAL CHAMPAGNE.

(Without Liquor.) AWARDED PRIZE MEDAL, PARIS, 1889.

THE SPECIAL FEATURES of this Pure CHAMPAGNE are:—

1st.—Its entire freedom from the usual sugar candy, etc., consequently it is fresher, cleaner, and more wholesome than the LIQUEURED Champagne.

2nd.—Its DELICACY, due to the first pressings only of the grapes being used; the later pressings make the wine rough and coarse, and necessitate the use of liquor.

3rd.—Its NATURAL DRYNESS, which is not aggressive, making it more appetizing than sparkling.

4th.—No liquor being added, the process of re-corking is very rapidly effected, so avoiding the large loss of carbonic acid gas—the most valuable property of Champagne.

Champagne should always be drunk cold; but to half freeze a light delicate wine by putting it in to an ice-pail for the best part of an hour, is to destroy all its fine vinous properties.

In former years, when heavily liqueured Champagnes were alone obtainable, a good freezing was necessary to hide the nauseous sweetness of a low per cent. dose of sugar-candy and alcohol; but consumers now demand a wine free from unnatural sweetness or alcohol—a sparkling vintage which can be taken freely at luncheon or dinner, and which will improve, rather than destroy, the appetite.

Price per case qts. \$22.00, pils. \$23.00.

DAKIN BROTHERS OF CHINA, Ltd. Sole Agents for China.

SHIPPING.

ARRIVALS.

June 24, 1891.—

Titus, German steamer, 1,142 T. Hagler, Samarang June 16, General.—BUTTERFIELD & SWIRE.

June 25.—

Hanchow, British steamer, 999 T. D. C. Arthur, Koba June 19, General.—BUTTERFIELD & SWIRE.

Haitan, British str., 1,183 T. S. Ashton, Bocho June 21, Amoy 22, and Swatow 24, General.—DOUGLAS STEAMSHIP CO.

Arratoon, British steamer, 1,392 T. T. G. Spence, Calcutta June 9, Penang 16, and Singapore 19, General.—DAVID SASSOON, SONS & Co.

Aja, British steamer, 1,500 T. E. Rawlings, Liverpool and Singapore June 19, General.—BUTTERFIELD & SWIRE.

Partia, British steamer, 2,035 T. John Pantou, Vancouver June 3, General.—DOWDELL, GARRELL & Co.

Bormida, Italian steamer, 1,480 T. General, Bombay June 7, and Singapore 18, General.—CARLOWITZ & Co.

DEPARTURES.

June 25.—

Atia, for Hanchow.

Bombay, for Amoy.

Nanchow, for Shanghai.

Nanchow, for Swatow.

Nanchow, for Amoy and Manila.

Nanchow, for Singapore and London.

Nanchow, for Koba.

## MEMORANDUM FOR TO-MORROW.

Shipping.

Noon.—Hanchow, for Swatow, &c.

4 p.m.—Amoy, for Shanghai.

Meeting.

9 p.m.—Meeting of British Mercantile Marine Officers' Association.

BY APPOINTMENT.

A. S. WATSON & COMPANY, LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR New Factory has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are now able to compete in quality with the best English Makers.

The purest ingredients only are used, and the utmost care and cleanliness are used in the manufacture throughout.

LARGE BOMBAY SODAS.

We continue to supply large bottles as heretofore, free of Extra Charge, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS, whenever practicable, are despatched by first steamer leaving after receipt of order.

For Coast Ports, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is, "DISPENSARY, HONGKONG."

All signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER.

SODA WATER.

LEMONADE.

POTASH WATER.

SARSAPARILLA WATER.

GINGER ALE.

GINGER GRAPE.

No Credit given for bottles that are dirty, or greasy, or that appear to have been used for any other purpose than that of containing aerated waters, as such bottles are never used again by us.

A. S. WATSON & Co., Ltd. 2291 Hongkong, China, and Manila.

The publication of this issue commenced 7.55 p.m.

The China Mail.

HONGKONG, THURSDAY, JUNE 25, 1891.

THE Chinese Government, we fear, is utterly incapable of adapting itself and the country to the civilized life of the modern world. The forces that are working within the empire are working towards a disruption. As long as China was guarded from contact with the external world, it was possible for the half-muzzled political structure to remain intact. But the fresh air of the West has been let in and the structure is crumbling to pieces. Disintegration may be postponed, but it is inevitable. The Chinese system of Government is utterly incompatible with progress and high civilization. Lord Salisbury recently affirmed his belief in the possibility of Mohammedan lands working out their own salvation, but the examples he cited scarcely supported his contention. Egypt, when the greatest advance has been made, is a country which has been forcibly brought under the influence of European civilization, and it is to that influence that the recuperation is due. Morocco, where the least advance has been made, is the land where European influence has been least exerted. The opinion of the head of the Foreign Office tends to show that the policy of bolstering up the Turkish empire is still in favour. We earnestly hope Great Britain will not adopt a similar policy in regard to the Chinese empire; will not seek to bolster up the Chinese government and preserve it from the inevitable process of disintegration.

However, these are problems of the future. The concern of the moment is the protection of our fellow-countrymen who, in the mission field, or in other spheres, are pioneers of civilization in a heathen land. To neglect their protection is to retreat before barbarism. If the Central Government is not able or willing to protect them, the foreign powers must do so. In a matter of such vital importance, all national jealousies ought to be withheld, and an agreement made by which a gunboat may be placed at every port where there is a likelihood of disturbance. The presence of a gunboat is the only security the foreigners have that they will not be made the victims of the internal disorder that seems to be spreading in China.

## It is likely the support given to the movement by the lower officials is due to a dread that the advance of the foreigners will imperil the corrupt system by which they live and flourish. Nowhere in China has the progress of the foreigners and his inventions been more marked than along the Yangtze valley; and Chang Chi Tung, whose arrival in the North, although not a lover of foreigners, has quickened that progress. His furnaces and machine shops are an eye-sore to the under-officials; and we have no doubt the secret societies found among these officials many warm partisans. Every crisis, besides general causes, has a special cause which brings it to a head. In this case, the immediate cause of disturbance seems to be the arrival of a new Viceroy at Nanking. The former Viceroy is said to have bought peace by subsidizing or at any rate favouring the Kolo society. The new Viceroy is not disposed to purchase quiescence on such terms and seems inclined rather to strike at them favour the secret societies. The latter have retained by raising the present storm, judging rightly that no more effective means of getting the Viceroy into trouble could be found than by raising trouble with foreigners. From a small beginning, it is quite possible, with the causes at work we have indicated above, that a general outbreak similar to the Taiping rebellion might ensue. But at the present moment the movement has not assumed such large proportions as to make a serious revolt probable in the near future.

Of late years the opinion has gained ground that European armaments have greatly increased the strength of the Central Government. This would no doubt be the case, if the Chinese Army and Navy were properly disciplined and thoroughly reliable. But without discipline and without loyalty, it is possible that the supposed strength might prove to be a source of weakness. The authority of the Central Government in China is exercised in such a complicated way, by checks and counter-checks, that the estimation of its strength is very difficult. Recent events, at any rate, do not tend to confirm the opinion that the Chinese Government is any better able to-day to face a serious revolt than it was thirty years ago. For foreigners this is the most important feature of the present disturbance. Great Britain during the last few years has had several delicate questions to settle with China. The relations of the two countries to Burma, Tibet and Sikkim give rise to prolonged negotiations. In all these negotiations the Foreign Office has been disposed to regard China as a civilized power and to treat her with the deference due to a great nation. We do not believe in the policy of hectoring and blustering and think fair play ought always to be given to China. But meeting China's claims in a spirit of fairness does not involve treating the great polys empire as a civilized power. It ought never to be forgotten that the position of foreigners in China is solely due to the armed force that is patrolling the coast and that the Government of the country cannot be relied upon for protection. The riots will have served one good purpose if they bring home this truth to the Foreign Office and to the Legation at Peking. The policy of meekly bending to Chinese obstruction and supposed Chinese sensibilities has been carried much too far.

The Chinese Government, we fear, is utterly incapable of adapting itself and the country to the civilized life of the modern world. The forces that are working within the empire are working towards a disruption. As long as China was guarded from contact with the external world, it was possible for the half-muzzled political structure to remain intact. But the fresh air of the West has been let in and the structure is crumbling to pieces. Disintegration may be postponed, but it is inevitable. The Chinese system of Government is utterly incompatible with progress and high civilization. Lord Salisbury recently affirmed his belief in the possibility of Mohammedan lands working out their own salvation, but the examples he cited scarcely supported his contention. Egypt, when the greatest advance has been made, is a country which has been forcibly brought under the influence of European civilization, and it is to that influence that the recuperation is due. Morocco, where the least advance has been made, is the land where European influence has been least exerted. The opinion of the head of the Foreign Office tends to show that the policy of bolstering up the Turkish empire is still in favour. We earnestly hope Great Britain will not adopt a similar policy in regard to the Chinese empire; will not seek to bolster up the Chinese government and preserve it from the inevitable process of disintegration.

However, these are problems of the future. The concern of the moment is the protection of our fellow-countrymen who, in the mission field, or in other spheres, are pioneers of civilization in a heathen land. To neglect their protection is to retreat before barbarism. If the Central Government is not able or willing to protect them, the foreign powers must do so. In a matter of such vital importance, all national jealousies ought to be withheld, and an agreement made by which a gunboat may be placed at every port where there is a likelihood of disturbance. The presence of a gunboat is the only security the foreigners have that they will not be made the victims of the internal disorder that seems to be spreading in China.

It is likely the support given to the movement by the lower officials is due to a dread that the advance of the foreigners will imperil the corrupt system by which they live and flourish. Nowhere in China has the progress of the foreigners and his inventions been more marked than along the Yangtze valley; and Chang Chi Tung, whose arrival in the North, although not a lover of foreigners, has quickened that progress. His furnaces and machine shops are an eye-sore to the under-officials; and we have no doubt the secret societies found among these officials many warm partisans. Every crisis, besides general causes, has a special cause which brings it to a head. In this case, the immediate cause of disturbance seems to be the arrival of a new Viceroy at Nanking. The former Viceroy is said to have bought peace by subsidizing or at any rate favouring the Kolo society. The new Viceroy is not disposed to purchase quiescence on such terms and seems inclined rather to strike at them favour the secret societies. The latter have retained by raising the present storm, judging rightly that no more effective means of getting the Viceroy into trouble could be found than by raising trouble with foreigners. From a small beginning, it is quite possible, with the causes at work we have indicated above, that a general outbreak similar to the Taiping rebellion might ensue. But at the present moment the movement has not assumed such large proportions as to make a serious revolt probable in the near future.

Of late years the opinion has gained ground that European armaments have greatly increased the strength of the Central Government. This would no doubt be the case, if the Chinese Army and Navy were properly disciplined and thoroughly reliable. But without discipline and without loyalty, it is possible that the supposed strength might prove to be a source of weakness. The authority of the Central Government in China is exercised in such a complicated way, by checks and counter-checks, that the estimation of its strength is very difficult. Recent events, at any rate, do not tend to confirm the opinion that the Chinese Government is any better able to-day to face a serious revolt than it was thirty years ago. For foreigners this is the most important feature of the present disturbance. Great Britain during the last few years has had several delicate questions to settle with China. The relations of the two countries to Burma, Tibet and Sikkim give rise to prolonged negotiations. In all these negotiations the Foreign Office has been disposed to regard China as a civilized power and to treat her with the deference due to a great nation. We do not believe in the policy of hectoring and blustering and think fair play ought always to be given to China. But meeting China's claims in a spirit of fairness does not involve treating the great polys empire as a civilized power. It ought never to be forgotten that the position of foreigners in China is solely due to the armed force that is patrolling the coast and that the Government of the country cannot be relied upon for protection. The riots will have served one good purpose if they bring home this truth to the Foreign Office and to the Legation at Peking. The policy of meekly bending to Chinese obstruction and supposed Chinese sensibilities has been carried much too far.

The Chinese Government, we fear, is utterly incapable of adapting itself and the country to the civilized life of the modern world. The forces that are working within the empire are working towards a disruption. As long as China was guarded from contact with the external world, it was possible for the half-muzzled political structure to remain intact. But the fresh air of the West has been let in and the structure is crumbling to pieces. Disintegration may be postponed, but it is inevitable. The Chinese system of Government is utterly incompatible with progress and high civilization. Lord Salisbury recently affirmed his belief in the possibility of Mohammedan lands working out their own salvation, but the examples he cited scarcely supported his contention. Egypt, when the greatest advance has been made, is a country which has been forcibly brought under the influence of European civilization, and it is to that influence that the recuperation is due. Morocco, where the least advance has been made, is the land where European influence has been least exerted. The opinion of the head of the Foreign Office tends to show that the policy of bolstering up the Turkish empire is still in favour. We earnestly hope Great Britain will not adopt a similar policy in regard to the Chinese empire; will not seek to bolster up the Chinese government and preserve it from the inevitable process of disintegration.

However, these are problems of the future. The concern of the moment is the protection of our fellow-countrymen who, in the mission field, or in other spheres, are pioneers of civilization in a heathen land. To neglect their protection is to retreat before barbarism. If the Central Government is not able or willing to protect them, the foreign powers must do so. In a matter of such vital importance, all national jealousies ought to be withheld, and an agreement made by which a gunboat may be placed at every port where there is a likelihood of disturbance. The presence of a gunboat is the only security the foreigners have that they will not be made the victims of the internal disorder that seems to be spreading in China.

It is likely the support given to the movement by the lower officials is due to a dread that the advance of the foreigners will imperil the corrupt system by which they live and flourish. Nowhere in China has the progress of the foreigners and his inventions been more marked than along the Yangtze valley; and Chang Chi Tung, whose arrival in the North, although not a lover of foreigners, has quickened that progress. His furnaces and machine shops are an eye-sore to the under-officials; and we have no doubt the secret societies found among these officials many warm partisans. Every crisis, besides general causes, has a special cause which brings it to a head. In this case, the immediate cause of disturbance seems to be the arrival of a new Viceroy at Nanking. The former Viceroy is said to have bought peace by subsidizing or at any rate favouring the Kolo society. The new Viceroy is not disposed to purchase quiescence on such terms and seems inclined rather to strike at them favour the secret societies. The latter have retained by raising the present storm, judging rightly that no more effective means of getting the Viceroy into trouble could be found than by raising trouble with foreigners. From a small beginning, it is quite possible, with the causes at work we have indicated above, that a general outbreak similar to the Taiping rebellion might ensue. But at the present moment the movement has not assumed such large proportions as to make a serious revolt probable in the near future.

Of late years the opinion has gained ground that European armaments have greatly increased the strength of the Central Government. This would no doubt be the case, if the Chinese Army and Navy were properly disciplined and thoroughly reliable. But without discipline and without loyalty, it is possible that the supposed strength might prove to be a source of weakness. The authority of the Central Government in China is exercised in such a complicated way, by checks and counter-checks, that the estimation of its strength is very difficult. Recent events, at any rate, do not tend to confirm the opinion that the Chinese Government is any better able to-day to face a serious revolt than it was thirty years ago. For foreigners this is the most important feature of the present disturbance. Great Britain during the last few years has had several delicate questions to settle with China. The relations of the two countries to Burma, Tibet and Sikkim give rise to prolonged negotiations. In all these negotiations the Foreign Office has been disposed to regard China as a civilized power and to treat her with the deference due to a great nation. We do not believe in the policy of hectoring and blustering and think fair play ought always to be given to China. But meeting China's claims in a spirit of fairness does not involve treating the great polys empire as a civilized power. It ought never to be forgotten that the position of foreigners in China is solely due to the armed force that is patrolling the coast and that the Government of the country cannot be relied upon for protection. The riots will have served one good purpose if they bring home this truth to the Foreign Office and to the Legation at Peking. The policy of meekly bending to Chinese obstruction and supposed Chinese sensibilities has been carried much too far.

The Chinese Government, we fear, is utterly incapable of adapting itself and the country to the civilized life of the modern world. The forces that are working within the empire are working towards a disruption. As long as China was guarded from contact with the external world, it was possible for the half-muzzled political structure to remain intact. But the fresh air of the West has been let in and the structure is crumbling to pieces. Disintegration may be postponed, but it is inevitable. The Chinese system of Government is utterly incompatible with progress and high civilization. Lord Salisbury recently affirmed his belief in the possibility of Mohammedan lands working out their own salvation, but the examples he cited scarcely supported his contention. Egypt, when the greatest advance has been made, is a country which has been forcibly brought under the influence of European civilization, and it is to that influence that the recuperation is due. Morocco, where the least advance has been made, is the land where European influence has been least exerted. The opinion of the head of the Foreign Office tends to show that the policy of bolstering up the Turkish empire is still in favour. We earnestly hope Great Britain will not adopt a similar policy in regard to the Chinese empire; will not seek to bolster up the Chinese government and preserve it from the inevitable process of disintegration.

However, these are problems of the future. The concern of the moment is the protection of our fellow-countrymen who, in the mission field, or in other spheres, are pioneers of civilization in a heathen land. To neglect their protection is to retreat before barbarism. If the Central Government is not able or willing to protect them, the foreign powers must do so. In a matter of such vital importance, all national jealousies ought to be withheld, and an agreement made by which a gunboat may be placed at every port where there is a likelihood of disturbance. The presence of a gunboat is the only security the foreigners have that they will not be made the victims of the internal disorder that seems to be spreading in China.

It is likely the support given to the movement by the lower officials is due to a dread that the advance of the foreigners will imperil the corrupt system by which they live and flourish. Nowhere in China has the progress of the foreigners and his inventions been more marked than along the Yangtze valley; and Chang Chi Tung, whose arrival in the North, although not a lover of foreigners, has quickened that progress. His furnaces and machine shops are an eye-sore to the under-officials; and we have no doubt the secret societies found among these officials many warm partisans. Every crisis, besides general causes, has a special cause which brings it to a head. In this case, the immediate cause of disturbance seems to be the arrival of a new Viceroy at Nanking. The former Viceroy is said to have bought peace by subsidizing or at any rate favouring the Kolo society. The new Viceroy is not disposed to purchase quiescence on such terms and seems inclined rather to strike at them favour the secret societies. The latter have retained by raising the present storm, judging rightly that no more effective means of getting the Viceroy into trouble could be found than by raising trouble with foreigners. From a small beginning, it is quite possible, with the causes at work we have indicated above, that a general outbreak similar to the Taiping rebellion might ensue. But at the present moment the movement has not assumed such large proportions as to make a serious revolt probable in the near future.

Of late years the opinion has gained ground that European armaments have greatly



London, June 2.—A summary of yesterday's evidence in the Beccles case was telegraphed to the Queen at Balmoral in connection with the report that the Queen's mother had refused to receive the two Russian gossamer garters which had been presented to the Prince of Wales, supposed to be his mother. The Queen is said to be deeply affected by the attack by the Queen's mother, and the death of Prince Leopold, and a leading Liberal connected with the trial expressed the apprehension that it might have an influence on her verdict. The possibility of any influence on the verdict of the Prince of Wales' mother was, however, denied.

London, May 27.—Mrs Langtry appeared on the Derby and is reported to have worn an extremely expensive gown. She was seen at the bridge of Southey, Byrd. Some rumours place the amount of her winnings as high as £20,000. The Prince of Wales is reported to have won £100,000 at the Derby, and that he had lost £100,000 at the same time. The Prince of Wales was on the wrong side, and lost a large sum.



## Mails.

CANADIAN PACIFIC RAILWAY COMPANY.  
PROPOSED SAILINGS FROM HONGKONG, 1891.  
(SUBJECT TO ALTERATION.)

Empress of India	Tuesday	June 30th.
Empress of China	Tuesday	July 28th.
Empress of Japan	Tuesday	August 5th.

THE Steamship **EMPEROR OF INDIA**, Capt. O. P. MARSHALL, R.N., sailing at Noon on TUESDAY, the 30th June, with Her Majesty's Mails, will proceed to VANCOUVER, and SHANGHAI, INLAND SEA, KOREA, and YOKOHAMA.

RATES OF PASSAGE.  
From Hongkong, First Class.  
To Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, (O.), San Francisco, (Cal.)  
To Seattle, Esquimaux, Port Townsend, Seattle, Tacoma, Portland, (O.), San Francisco, (Cal.)  
To Winnipeg, (Man.)  
To Minneapolis, St. Paul, Duluth, (Minn.)  
To Chicago, Kansas City, St. Louis, Milwaukee, (Ill.)  
To Detroit, Cincinnati, Cleveland, (Ohio), Toronto, Niagara Falls, (Ont.)  
To Kingston, Ottawa, Montreal, Quebec, New York, Albany, Troy, Rochester, Baltimore, Philadelphia, Pittsburgh, Washington, Boston, Portland (Me), Halifax, St. John, (N.S.)  
To Liverpool, and London.  
To Paris and Bremen.  
To Havre and Hamburg.  
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Return Tickets.—First and second class only.—Prepaid return tickets to Pacific Coast Ports, and to Eastern and Interior Points of Canada and U.S.A. will be granted, available for:—  
12 months at 25 per cent. off Return Fare  
6 months at 50 per cent. off Return Fare  
(Time is reckoned from the date of issue to date of re-embarkation at San Francisco.)

Passengers to Pacific Coast Ports and to Interior and Eastern Points of Canada and U.S.A. not holding prepaid return tickets, but who re-embark at Vancouver within 12 months from date of issue of original ticket, will be allowed 10 per cent. off the return fare.

Prepaid return tickets to Liverpool and London will be issued available for 12 months at \$50.00 or for 6 months \$25.00.

Canoes.—Through bills of Lading issued to Japan, Pacific Coast Ports, and to Canada and United States Ports.

Consular Licenses of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Agent for the Southern Pacific, Canadian Pacific Railway Company, Vancouver, B.C.

Passengers must be sent to our office with address marked in full by 5 p.m. on the day previous to sailing.

For further information as to Passage and Freight, apply to  
**DODWELL, CARILL & Co., Agents.**  
Hongkong, June 4, 1891. 1124

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND STOPPING AT YOKOHAMA, OSAKA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.  
City of Peking.....TUESDAY, July 7.  
City of Rio de Janeiro.....THURSDAY, July 30.  
China.....SATURDAY, Aug. 22.

THE U. S. Mail Steamship **OTYU PEKING** will be despatched for SAN FRANCISCO, via YOKOHAMA, on TUESDAY, the 7th July, at 1 p.m., taking Passengers and Freight to Japan, the United States, and Europe.

RATES OF PASSAGE.  
From Hongkong, First Class.  
To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, (O.), San Francisco, (Cal.)  
To Seattle, Esquimaux, Port Townsend, Seattle, Tacoma, Portland, (O.), San Francisco, (Cal.)  
To Winnipeg, (Man.)  
To Minneapolis, St. Paul, Duluth, (Minn.)  
To Chicago, Kansas City, St. Louis, Milwaukee, (Ill.)  
To Detroit, Cincinnati, Cleveland, (Ohio), Toronto, Niagara Falls, (Ont.)  
To Kingston, Ottawa, Montreal, Quebec, New York, Albany, Troy, Rochester, Baltimore, Philadelphia, Pittsburgh, Washington, Boston, Portland (Me), Halifax, St. John, (N.S.)  
To Liverpool, and London.  
To Paris and Bremen.  
To Havre and Hamburg.  
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—  
4 months.....\$337.50  
12 months.....\$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10% from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Panama, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day. Parcel Packages should be marked to address in full; value of same is required.

Consular Licenses to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

**J. S. VAN BUREN, Acting Agent.**  
Hongkong, June 11, 1891. 1174

## Mails.

NOTICE.  
COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR.  
SAIGON, SINGAPORE, BATAVIA, SOLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES AND PORTS OF BRAZIL, AND LA PLATA.  
LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 1st of July, 1891, at Noon, the Company's S.S. **OLYMPIA**, Commandant CHABON, with MAILS, PASSENGERS, SPOILS, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 30th June, 1891. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.  
**G. DE CHAMPEAUX, Agent.**  
Hongkong, June 18, 1891. 1253

NORDDEUTSCHER LLOYD.  
NOTICE.  
STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTERWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & PORTS AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 5th day of July, 1891, at 11 a.m., the Company's S.S. **PAZEN**, Captain T. Minowa, with MAILS, PASSENGERS, SPOILS, and CARGO, will leave this port as above, calling at Genoa.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 4th July. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to  
**MELOERS & Co., Agents.**  
Hongkong, June 8, 1891. 1183

Occidental & Oriental Steam-Ship Company.

MAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.  
Oceanic.....SATURDAY, July 13.  
Goedic.....TUESDAY, August 11.  
Belgia.....THURSDAY, Sept. 3.

THE Steamship **OCEANIC** will be despatched for San Francisco, via Yokohama, on SATURDAY, the 13th July, 1891, at 1 p.m., connection being made at Yokohama, with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.  
From Hongkong, First Class.  
To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, (O.), San Francisco, (Cal.)  
To Seattle, Esquimaux, Port Townsend, Seattle, Tacoma, Portland, (O.), San Francisco, (Cal.)  
To Winnipeg, (Man.)  
To Minneapolis, St. Paul, Duluth, (Minn.)  
To Chicago, Kansas City, St. Louis, Milwaukee, (Ill.)  
To Detroit, Cincinnati, Cleveland, (Ohio), Toronto, Niagara Falls, (Ont.)  
To Kingston, Ottawa, Montreal, Quebec, New York, Albany, Troy, Rochester, Baltimore, Philadelphia, Pittsburgh, Washington, Boston, Portland (Me), Halifax, St. John, (N.S.)  
To Liverpool, and London.  
To Paris and Bremen.  
To Havre and Hamburg.  
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—  
4 months.....\$337.50  
12 months.....\$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10% from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Panama, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day. Parcel Packages should be marked to address in full; value of same is required.

Consular Licenses to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

**J. S. VAN BUREN, Acting Agent.**  
Hongkong, June 11, 1891. 1174

## Insurances.

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.  
RUSSELL & Co., Agents.  
Hongkong, November 14, 1890. 1854

QUEEN FIRE INSURANCE COMPANY.  
The Underwriting, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

**NORTON & Co., Agents.**  
Hongkong, July 15, 1887. 1840

## Intimations.

HONGKONG AND WHAMPRA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of Complaints being found necessary, Communication with the Under-signer is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

**D. GILLIES, Secretary.**  
Hongkong, August 25, 1886. 1458

If you have a COLD OR COUGH, CONSUMPTION, SCOTT'S EMULSION OF PURE COD LIVER OIL AND HYPOPHOSPHITES OF LIME AND SODA.

THIS PREPARATION contains the purest and most easily assimilated form of Cod Liver Oil, and is the only one that can be taken in any form without causing pain or distress.

It is the only one that can be taken in any form without causing pain or distress.

Consumption, Scrofula, and as a Flesh Producer, there is nothing like SCOTT'S EMULSION. Let no one be deceived by cheap imitations.

SOLD BY ALL CHEMISTS.  
**SCOTT & BOWNE, LIMITED,**  
47, ABINGDON ST., LONDON, E.C.

Sole Agents for China and Hongkong: **Messrs. A. S. WATSON & Co., Ltd.**

## SHARE LIST.—QUOTATIONS.—JUNE 25, 1891

Stocks.  
Bank of China, Japan and Straits, Ltd. 100,000 \$ 125.00  
New Bank of China, Ltd. 100,000 \$ 125.00

MARINE INSURANCE.  
Jantion Insurance Office Co., Ltd. 100,000 \$ 250.00  
China Traders' Insurance Co., Ltd. 100,000 \$ 250.00

THE INSURANCE.  
China Fire Insurance Co., Ltd. 100,000 \$ 250.00  
Jongkong Fire Insurance Co., Ltd. 100,000 \$ 250.00

STEAMERS.  
China and Japan S.S. Co., Ltd. 100,000 \$ 250.00  
China Traders' S.S. Co., Ltd. 100,000 \$ 250.00

THE OVERLAND RAILWAYS.  
China and Japan S.S. Co., Ltd. 100,000 \$ 250.00  
China Traders' S.S. Co., Ltd. 100,000 \$ 250.00

THE ATLANTIC & OTHER CONNECTING STEAMERS.  
China and Japan S.S. Co., Ltd. 100,000 \$ 250.00  
China Traders' S.S. Co., Ltd. 100,000 \$ 250.00

PROPOSED SAILINGS FROM HONGKONG.  
Oceanic.....SATURDAY, July 13.  
Goedic.....TUESDAY, August 11.  
Belgia.....THURSDAY, Sept. 3.

THE Steamship **OCEANIC** will be despatched for San Francisco, via Yokohama, on SATURDAY, the 13th July, 1891, at 1 p.m., connection being made at Yokohama, with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.  
From Hongkong, First Class.  
To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, (O.), San Francisco, (Cal.)  
To Seattle, Esquimaux, Port Townsend, Seattle, Tacoma, Portland, (O.), San Francisco, (Cal.)  
To Winnipeg, (Man.)  
To Minneapolis, St. Paul, Duluth, (Minn.)  
To Chicago, Kansas City, St. Louis, Milwaukee, (Ill.)  
To Detroit, Cincinnati, Cleveland, (Ohio), Toronto, Niagara Falls, (Ont.)  
To Kingston, Ottawa, Montreal, Quebec, New York, Albany, Troy, Rochester, Baltimore, Philadelphia, Pittsburgh, Washington, Boston, Portland (Me), Halifax, St. John, (N.S.)  
To Liverpool, and London.  
To Paris and Bremen.  
To Havre and Hamburg.  
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—  
4 months.....\$337.50  
12 months.....\$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10% from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Panama, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day. Parcel Packages should be marked to address in full; value of same is required.

Consular Licenses to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

**J. S. VAN BUREN, Acting Agent.**  
Hongkong, June 11, 1891. 1174

## Intimations.

THE MOUNT AUSTIN HOTEL.  
NOW OPEN.

A SELECT FAMILY AND RESIDENTIAL HOTEL, situated 3,400 feet above the sea level, commanding on the one side a magnificent view of the Harbour with the Mainland in the distance, and on the other of hills and mountains, with the sea beyond dotted with islands as far as the eye can reach, surrounded by extensive lawns and pleasure grounds, including three good Tennis Courts. The Mount Promenade, alone is nearly an acre in extent.

The Hotel is replete with every accommodation for Families and Gentlemen. The Manager, Mr. ROBERT ISHERWOOD, will be assisted by an Efficient Lady Staff, and the Hotel will be conducted upon the best English system. The accommodation comprises a spacious Dining Hall, Private Dining Rooms, Drawing, Reading, Smoking, Billiard, and Billiard, and Private Sitting Rooms, with Fifty-four Bedrooms each provided with separate Bath-room and every convenience.

Travellers' Tickets will be supplied to Visitors at Reduced Rates.

For Terms apply to the SECRETARY, at the COMPANY'S OFFICE, 38 and 40, Queen's Road Central, Hongkong.

**CALBECK MACGREGOR & Co.,**  
Wine and Spirit Merchants,  
Ale and Stout Merchants,  
13, Queen's Road, Hongkong.

Agencies in all the Principal Ports of China and Japan.  
Hongkong, December 22, 1890. 477

**CHAS. J. GAUFF & Co.,**  
Chronometer, Watch & Clock Makers,  
Jewellers, Gold & Silversmiths.

NAUTICAL SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOYAGERS' CELEBRATED BINOCULARS AND TELESCOPES. RICHIE'S LIQUID AND OTHER COMPASSES. ADMIRALTY & NAUTICAL CHARTS, NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATED WARE. Christofle & Co.'s ELECTRO-PLATED WARE. GOLD & SILVER JEWELLERY in great variety.

**DIAMONDS**  
DIAMOND JEWELLERY,  
A Splendid Collection of the Latest London PATTERNS, at very moderate prices. 748

NOW READY.

THE COMMERCIAL LAW AFFECTING CHINESE, with special reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG. Copies may be had at the China Mail Office, and at Messrs. LANE, CHAPMAN & Co.—Price, 75 cents.

## Merchant Vessels in Hongkong Harbour.

Exclusive of Steam Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Harbour B.

Shipping or midway between each shore are marked C., in conjunction with the figure denoting the section.

Section.  
1. From Green Island to the Gas Works.  
2. From the Gas Works to Jardine's Wharf.  
3. From Jardine's Wharf to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.  
5. From P. and O. Co.'s Office to Peddar's Wharf.  
6. From Peddar's Wharf to the Naval Yard.

Section.  
7. From Naval Yard to Blue Buildings.  
8. From Blue Buildings to East Point.  
9. From East Point to Island to North Point.  
10. Kowloon Wharves.  
11. Jardine's Wharf.

Vessel's Name	Flag	Reg.	Tons	Date of Arrival	Commissary or Agents	Destination	Remarks
Albania	Brit.	str.	1430	June 24	Dodwell, Carill & Co.	Foodow	To-morrow
Alexis	Brit.	str.	1420	June 18	Russell & Co.	Shanghai	To-morrow
Ajex	Brit.	str.	1800	June 23	Butterfield & Swire	Yokohama	To-morrow
Amoy	Brit.	str.	815	June 23	Stamson & Co.	Kobe	To-day
Ancon	Brit.	str.	812	June 22	O. S. N. Co.	Yokohama	To-day
Ararat	Brit.	str.	1392	June 23	David Sassoon, Sons & Co.	Kobe	To-day
Bombardier	Brit.	str.	1300	June 18	Gibb, Livingston & Co.	Amoy & Manila	To-day
Devanagere	Brit.	str.	1067	June 22	Yuen Fat Hong	Vancouver (B.C.)	To-day
Diamond	Brit.	str.	514	June 22	Russell & Co.	Kobe	To-day
Empress of India	Brit.	str.	3043	June 23	Dodwell, Carill & Co.	Shanghai	To-day
Empress of China	Brit.	str.	3142	June 24	Arnold, Karberg & Co.	Kobe	To-day
Empress of Japan	Brit.	str.	783	June 23	Douglas Steamship Co.	Yokohama	To-day
Empress of Russia	Brit.	str.	1182	June 23	Douglas Steamship Co.	Yokohama	To-day
Empress of America	Brit.	str.	999	June 23	Butterfield & Swire	Saigon	To-day
Empress of Australia	Brit.	str.	1564	June 23	Arnold, Karberg & Co.	Saigon	To-day
Empress of Europe	Brit.	str.	1384	June 23	Dodwell, Carill & Co.	Saigon	To-day
Empress of Asia	Brit.	str.	1815	June 18	O. S. N. Co.	Saigon	To-day
Empress of Africa	Brit.	str.	181	June 23	H. K. & W. Dock Co.	Saigon	To-day
Empress of America	Brit.	str.	893	June 23	Melchers & Co.	Saigon	To-day
Empress of Europe	Brit.	str.	931	June 23	Chinese	Saigon	To-day
Empress of Asia	Brit.	str.	703	June 23	Tuck Yee & Co.	Saigon	To-day
Empress of Africa	Brit.	str.	1629	June 23	Gibb, Livingston & Co.	Saigon	To-day
Empress of America	Brit.	str.	903	June 18	Yuen Fat Hong	Saigon	To-day
Empress of Europe	Brit.	str.	1568	June 17	Dodwell, Carill & Co.	Saigon	To-day
Empress of Asia	Brit.	str.	1948	June 18	Mitani Bishi	Saigon	To-day
Empress of Africa	Brit.	str.	1142	June 21	Butterfield & Swire	Saigon	To-day
Empress of America	Brit.	str.	874	June 21	Edward Schellhaus & Co.	Saigon	To-day
Empress of Europe	Brit.	str.	874	June 19	O. S. N. Co.	Saigon	To-day
Empress of Asia	Brit.	str.	1908	June 19	O. S. N. Co.	Saigon	To-day

Section.  
1. From Green Island to the Gas Works.  
2. From the Gas Works to Jardine's Wharf.  
3. From Jardine's Wharf to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.  
5. From P. and O. Co.'s Office to Peddar's Wharf.  
6. From Peddar's Wharf to the Naval Yard.

Section.  
7. From Naval Yard to Blue Buildings.  
8. From Blue Buildings to East Point.  
9. From East Point to Island to North Point.  
10. Kowloon Wharves.  
11. Jardine's Wharf.

Section.  
1. From Green Island to the Gas Works.  
2. From the Gas Works to Jardine's Wharf.  
3. From Jardine's Wharf to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.  
5. From P. and O. Co.'s Office to Peddar's Wharf.  
6. From Peddar's Wharf to the Naval Yard.

Section.  
7. From Naval Yard to Blue Buildings.  
8. From Blue Buildings to East Point.  
9. From East Point to Island to North Point.  
10. Kowloon Wharves.  
11. Jardine's Wharf.